

NOTIFICATIONS

WANTED.

LADY TYPIST with thorough experience of SHORTHAND wanted. Applications with copies of testimonials addressed to Box 38, CHINA MAIL, Hongkong, Jan. 14, 1918.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, Limited, on TUESDAY, 29th January, 1918, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY 19th to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
General Agents for the
West Point Building Company,
Limited.

Hongkong, Jan. 11, 1918.

THE HONGKONG CENTRAL ESTATE LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, Limited, on TUESDAY, 29th January, 1918, at 11.45 A.M. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY 19th to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
THE HONGKONG CENTRAL ESTATE LIMITED,
A. SHELTON HOOPER,
Secretary.

Hongkong, Jan. 11, 1918.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, Limited, on TUESDAY, 29th January, 1918, at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY 19th to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, Jan. 11, 1918.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, Limited, on TUESDAY, 29th January, 1918, at 12.15 P.M. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY 19th to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
MOWBRAY S. BORTHOOTE,
Secretary.

Hongkong, Jan. 11, 1918.

EUROPEAN AGENCY.

WHO. ESAL. Indents promptly executed at lowest cash price for all British and Continental goods, including:

Books and Stationery, Boots, Shoes and Leather, Chemicals and Druggists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Fancy Goods, Hardware, Machinery and Metals, Jewellery, Plate and Watches, Photography and Optical Goods, Florists and Ornamental Stores, etc., etc.

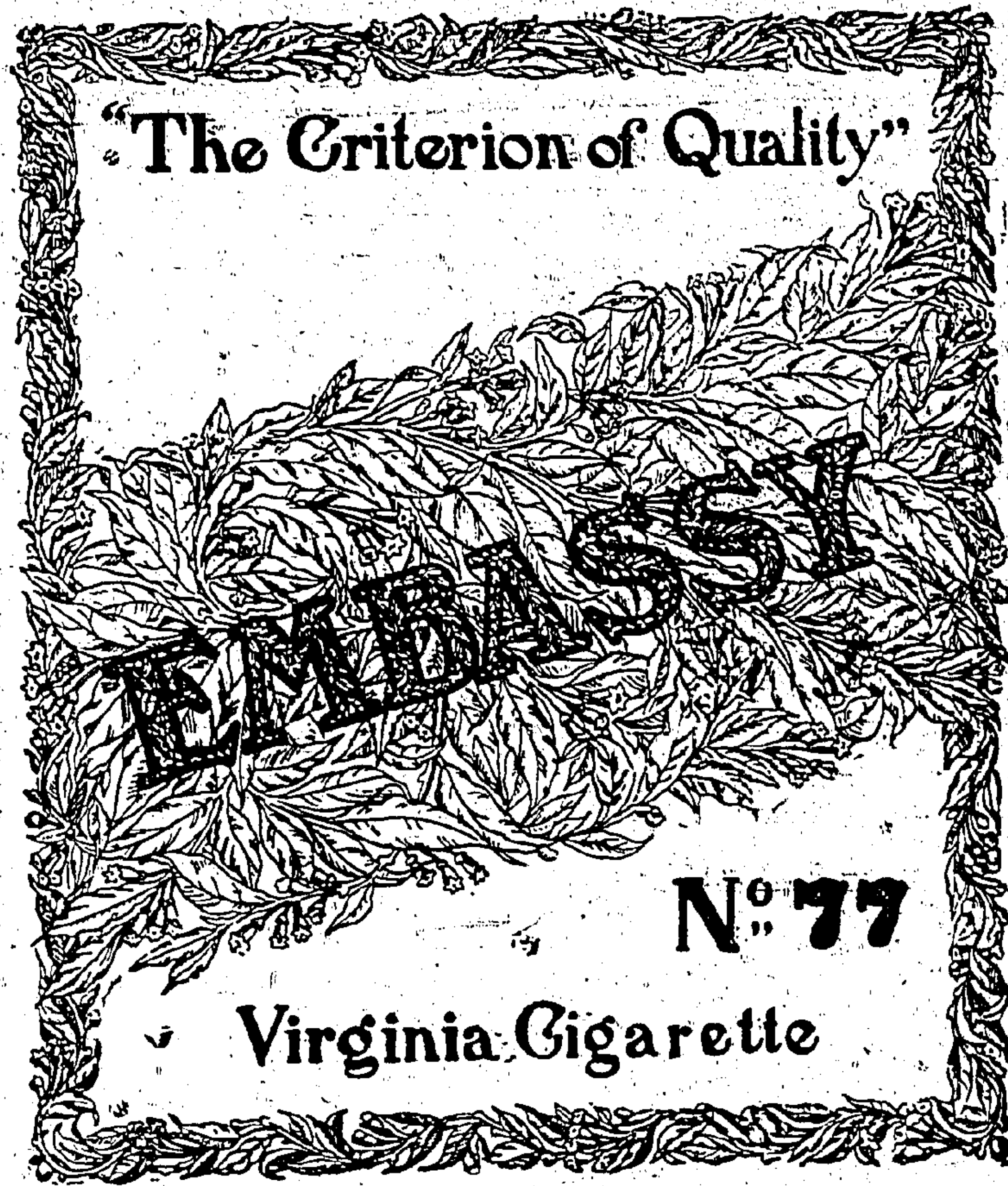
Commission 2 1/2% to 5% Trade Discounts Allowed. Special Quotations on Order. Samples sent free of charge.

Representatives of Victoria and New Zealand.

WILLIAM WILSON & SONS (Incorporated in England)

Representatives of Victoria and New Zealand.

Office Address: 10, QUEEN'S ROAD, HONGKONG.



THIS ADVERTISEMENT IS ISSUED BY THE
BRITISH-AMERICAN TOBACCO CO., LTD.

RUSSIA AND INDIA.

FIRST RUSSIAN TRAVELLER.

The recent mission of Mr. Chadwick, the Indian Trade Commissioner to Russia, for exploring the greater commercial possibilities between Russia and India, although the present political chaos in the former country presents a poor outlook for the immediate substantiation of any hopes of eliminating the German middle-man of business, reminds us of the beginning of Russian intercourse with India in pre-British days. There has never been (says the *Bombay Chronicle*) any great volume of trade directly transacted between the two countries, the commercial intercourse having been carried on through various nationalities occupying diverse territories through which the land route lay. In a Russian library attached to the monastery of the Troitsa Sergei, there was found the record of the first visit ever paid by a Russian to Hindustan. In the fifteenth century India was considered in the West as the "Paradise of Merchants." Accounts of her riches had reached Afraisi Nikitin probably through Central Asian traders, whom he might have met at the Russian fairs much frequented by Eastern merchants who bartered the valuable furs of the North in exchange for Oriental articles.

The first Russian traveller seems to have marched via Baku, Bokhara, and the Persian Gulf where, as our troops can well bear him out, "men are scorched by the fiery sun." The port of Ormuz he found to be the "meeting place of all the world." From here he

proceeded to Maskat and further East to the seaport of Kambat or Cambay, "from where is exported blue colour." He notes that the people of India are very numerous and very poor, and compares them with the Khorsan grandees rolling in wealth. We are living, in days pregnant with the fate of Jerusalem. The Russian traveller found a Jerusalem in India—this was his designation of the Caves of Ellora. He described the walls "on which are carved the deeds of Brahma," who is represented by the figure of a monkey with a tail! He remarks that Brahma's right arm is stretched out as "on the statue of the Caesar Justinian in Constantinople," and he speaks of an "extraordinarily huge bullock, carved in black stone gilded all over, and which the people decorate with flowers." The Indian castles mystified the Russian in 1730. He mistook them for so many diverse religions, which he counted to be eighty-four, and the followers of which "neither eat nor drink nor inter-marry with each other." As a business man, though he did not miss observing the absence of diamonds, he found the produce of India "of little value to Russia," despite the fact that "in Russia we think that India is the merchants' paradise." If pepper, dye, silk and sugar were cheap the duty on their export was heavy. Nikitin's enterprise as a merchant must have proved abortive, however, not because there were no opportunities of developing a trade, but because he was unable to carry his purchases home to Russia, having been grievously robbed near Derbend. His journey in India, endured for nearly four years, at the close of which he commenced his return through cities unknown to our maps up to "Dabul, the port of Hindustan, to which horses were brought from Mysore, Arabia, Khorsan and Turkistan." Taking ship from here he sailed to Ormuz and thence overland retraced his steps via Lar, Shiraz, Yazd, Isfahan and Tabriz, got to Trebizond and, crossing the Black Sea, reached the Crimea.

The first Russian visitor to India was disappointed with the land of his adventures and his anticipated "Paradise." On home sickness, always a terrible malady, supervened a despondent sense of spiritual isolation, which found expression in laments we can easily understand. "Woe to me! I possess no books, have lost count of all time, do not know the advent of Holy days, nor Wednesdays nor Fridays." With pathetic fervour the Christian exile adds: "But I do at least pray to the true God, the Almighty Maker of Heaven and Earth" and his pious indignation urges him to satisfy his conscience with the reflection that no other gods had he invoked "as these erring people do." He came to India long before the Great Moghuls consolidated an empire and Hindu and Musalman jointly reared and supported the state. "No, brother Christians," he exhorts his readers, "do not go to India if you love the orthodox faith; for, unless you become Musalman, which is the reigning faith you have to lay to your account with terrible poverty." Undoubtedly much of the pessimism of the unlucky Slav was due as much to extravagant hopes of acquiring fabulous opulence in India as to by no means unexpected mishaps on an adventurous return home through territories absolutely safe at no known epoch in history.

AN IRISH REPUBLIC.

CARDINAL LOGUE'S VIEW.

The Sinn Fein leader, Dr. De Valera, has announced that if the Irish Convention further the Irish cause in any way the Sinn Fein will accept it as "payment on account." This statement has made the situation more promising than it has been for many months. The extremists also have been checked by Cardinal Logue's pastoral to Armagh archdiocese, declaring the republican movement ill-considered and Utopian.

The Germans have just published some instructive birth statistics. An official calculation estimates that the war has so far cost Germany 3,600,000 babies. A figure supposed to represent the actual falling off in the birth rate during the past three years. What the optimistic statistician forgets, remarks a commentator, is the immense number of illegitimate children born during that period in the conquered territories not merely lost to the Fatherland, but actually available for the future manpower of France, Belgium and Serbia.

SOMETHING TO REMEMBER.

It is buying a "cough medicine" for children, bear in mind that Chamberlain's Cough Remedy is the best for children, grown-up and sleeping soundly, and that it contains no harmful drugs. For sale by all Chemists and Druggists.

NOT PEACE AT ANY PRICE

but at the cost of only 30 cents to you if you try Pinkettes for your Constipation, Biliousness, Stomach "Liveriness," Sick Headaches.



the little gentle laxative, and digestion, clear the complexion, sweeten the breath, and give you a pink glow from the inside. Pinkettes are sold by all Chemists and Druggists.

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

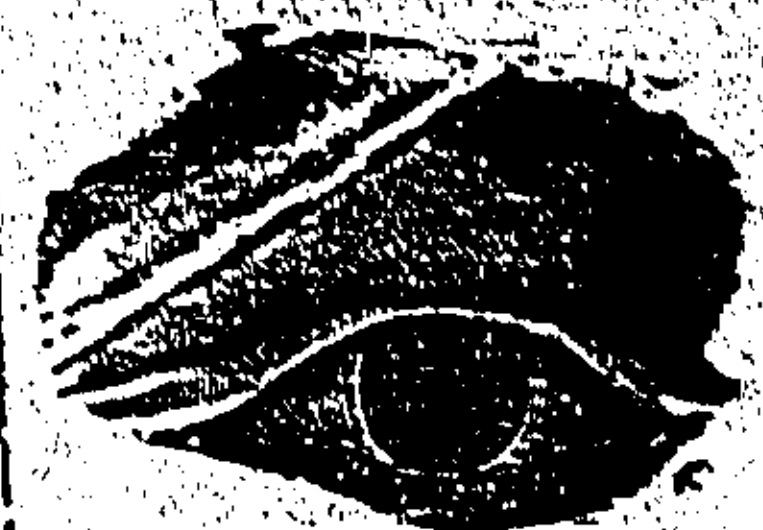
A case for ADMIRALTY CHARTS
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE direct from Manufacturers.
High Class English Jewellery

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES.
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO
DOODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR
KAILAN MINING ADMINISTRATION,
TIENTSIN, NORTH CHINA.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.



HONGKONG & MANILA.

MITSUBISHI GOSHI KWAISHA
(Mitsubishi Co.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTSU
KISHIDAKE, YOSHINOTANI
HOJO, NAMAMURA, RAYO KANADA
SHINNEW, KAMITAMADA, SHIRAI
& OTUBARI, COLLIERIES.
AGENT FOR SAKITO COAL.

Head Office:
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Hankow, Peking, Dairen,
Tientsin, London, New York,
Shanghai, Hongkong,
Hainan, Canton
and Singapore.

Cable Address: "IWASAKI"
Codes: A.I. A.B.C. 5th Ed.,
Western Union, and Bentley's.

AGENCIES:
CHINESE: Messrs. Gearing & Co.
MANILA: Messrs. Macdonald & Co.
SINGAPORE: Messrs. Borneo Co. Ltd.

GLASGOW: Messrs. A. R. Brown
McFarlane & Co., Ltd.
For Particulars, apply to:
S. KAWATE
Manager,
No. 2, FINCH STREET,
HONGKONG.

WAI KEE.

FLAG & SAILMAKER
No. 129, Des Voeux Road Centre,
Top Floor,
HONGKONG.
Telephone No. 1833.

THE EVER POPULAR HOUSEHOLD REMEDY

Which has now borne the
Stamp of Public Approval for

OVER FORTY YEARS.

ENO'S FRUIT SALT

PLEASANT TO TAKE.

REFRESHING AND INVIGORATING.

IT IS VERY BENEFICIAL IN ALL CASES OF

Biliousness, Sick Headache, Constipation,
Errors in Diet—Eating or Drinking, Thirst,
Giddiness, Rheumatic or Gouty Poison,
Feverish Cold, with High Temperature
and Quick Pulse, and Feverish Conditions
generally. It is everything you could wish
as a simple and Natural Health-giving
Agent.

Prepared only by
J. C. ENO, Ltd., 'Fruit Salt' Works, London, England

SOLE BY CHEMISTS AND STORES EVERYWHERE.

THE HONGKONG & WHAMPOA DOCK CO., LD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A.I. A.B.C. Fifth Edition, Engineering First and Second Editions, Western Union, and Watkin's.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCK AND SLIPS ARE AS FOLLOWS					
NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER KEEL BLOCKS	RISE OF TIDE	USUAL WATER
HOWLOON					
No. 1 Dock, Howloons	200	100	10	10	10
No. 2 Dock, Howloons	200	100	10	10	10
No. 3 Dock, Howloons	200	100	10	10	10
Howloons	200	100	10	10	10
TANKS					
Howloons	200	100	10	10	10
Howloons	200	100	10	10	10
Howloons	200	100	10	10	10
Howloons	200	100	10	10	10

READ OFFICE: HOWLOON

Address Enquiries to the Chief Manager.

We have just received a consignment of LOWNEY'S CHOCOLATES in fancy boxes.

A. S. WATSON & CO., LTD.,
HONGKONG DISPENSARY.

Telephone No. 18.

To-day's Advertisement

MOTOR CAR-TRIPS IN KOWLOON
AND NEW TERRITORY.

THE HONGKONG & KOWLOON
WHARF & GODOWN CO., LTD.
undertake the conveyance of MOTOR
CARS (at owners' risk) between Hong-
kong and Kowloon in their special
crane lighter. Grades for Motor Cars
provided.

Fares each trip \$6. per car, to be paid
to lighterman.

Lighter will leave daily as under:
Fares north of
Public Pier,
Kowloon.

1.00 P.M. 9.00 A.M.
5.00 P.M. 2.00 P.M.
Hongkong, Jan. 18, 1918.

THE CALENDAR.

MEMO. FOR TO-DAY.

9.15 p.m.—Concert by Gerard Zalsman
at City Hall.

MEMO. FOR TO-MORROW.

9 p.m.—Court Cards at the Theatre.

GENERAL MEMORANDA.

TUESDAY, Jan. 22.—
3.30 p.m.—Auction of Teakwood and
Blackwood Furniture, &c., at Messrs
Hughes & Hough's.

THURSDAY, Jan. 24.—
3.15 p.m.—High-class Concert at
Victoria Theatre by Alfred Miro-
vitch and Michael Piastro.

MONDAY, Jan. 28.—
3.30 p.m.—Meeting of Members of St.
George's Society.

TUESDAY, Jan. 29.—
Company Meetings—
11.30 a.m.—West Point Building Co.
11.45.—Hongkong Central Estate
Ltd.

12 noon.—Hongkong Land Invest-
ment Co.
12.15 p.m.—Hongkong Land Re-
clamation Co.

FRIDAY, Feb. 1.—
Noon.—Prize-giving at Bellini Public
School.

WEDNESDAY, Feb. 6.—
Prize-giving at Queen's College.

MONDAY, Feb. 11.—
Chinese New Year.

MONDAY, Feb. 11.—
Hongkong Jockey Club Races.

TUESDAY, Feb. 12.—
Second day of Races.

WEDNESDAY, Feb. 13.—
Third day of Races.

THE CHINA MAIL.

NOTICE.

Communications relating to news should
be addressed to THE EDITOR.

Contributors must forward their
names and addresses with any communica-
tion addressed to the Editor, not necessarily
for publication but as evidence of good
faith.

All matter for publication should be
written on one side of the paper only.

Letters relating to business should be
addressed to THE MANAGER.

Rate of subscription to "The China Mail" is
\$38 per annum; per quarter and per month
"pro rata."

The "China Mail" is delivered free to
subscribers in Hongkong and Kowloon.
"Pro rata" is charged at the rate of fifty
cents a month.

Orders for extra copies of the "China
Mail" should be sent as soon as possible to
the supply is limited. Cash only. Credit
not given.

Rate of subscription to the "Overland
China Mail" is \$12 per annum; postage
\$1 per annum extra. Single copies twenty
five cents each.

Alterations and additions to Advertisements
on pages 2, 3, 4, and 5 should be
sent to the Office, No. 5, Wyndham
Street, not later than 11.30 a.m.

Advertisements and additions to Advertisements
on pages 1, 4, 5 and 6, should be
sent not later than 1 p.m.

New Advertisements should be sent in
before 2 p.m.

Advertisements and Subscriptions which
are not ordered to a fixed period will be
continued until countermanded.

Telephone Address: "Main," Hongkong.
Cable: "A. S. W. & Co."
Telephone No. 18.

NEWS OF THE DAY.

LOCAL AND GENERAL.

We have received a copy of the
Hongkong Civil Service List for 1918,
compiled in the Colonial Secretary's
Office. This is the fourteenth issue of
a very useful compilation.

The Hongkong & Kowloon Wharf
& Godown Co., Ltd., advertise that
they undertake the conveyance of
motor cars across the harbour in a
special crane lighter.

The entertainment, etc., on
Saturday (10th), at 5 p.m., in con-
nection with the Colony next week by the two
Sunday School will be held at St.
Paul's College and not at the
Seamen's Institute as previously
announced.

Mr. Zalsman, the distinguished
baritone, who is giving a concert at
the City Hall to-night, will sing
compositions of Habn, Chaminade,
Bemberg, Cesar-Franck, Martini,
Kennedy, Russell, Takt, Ethelberg,
Nevin, Debussy and Lecontevalle.

The Concerts which it was
announced yesterday would be given
in the Colony by next week by two
distinguished Russian musicians,
M.M. Mirovitch and Piastro, have
had to be unavoidably postponed
owing to M. Mirovitch, the pianist,
having fallen ill at Manila.

It is stated, says the Peking
Daily News, that the Government
has decided to appoint a special
representative to Switzerland to pro-
tect the interests of Chinese citizens
in that country. Switzerland has no
treaties with China, but a new com-
mercial treaty which has been under
negotiation for some time, will be
signed shortly.

Peking telegrams report that the
Northern armies are attacking Kichow
and also Shai and that the Southern
troops are sending reinforcements to
both places. At the same time there is
a continuance of the announcements to
which the readers of the Chinese papers
have been treated daily for six months
or more, of communications passing
between Peking and various leaders in
the provinces with a view to a peaceful
settlement of the situation, interspersed
with telegraphic advice to the President
to "suppress the South."

SOCIAL AND PERSONAL.

Mr. H. E. Fulford, c.m.c., formerly
H. M. Consul-General in Tientsin, is
paying a visit to the northern port as
the guest of his successor.

Mr. O. Crews-Read, supervisor of
the Commercial Pacific Cable Co., at
Shanghai is transferred to Manila to take
charge of the Company's office there.

We regret to learn of the death of
Mr. Mathiasen Smith, manager of
Messrs. Dowell & Co.'s Kobe office.
He died at his residence at Tsurumi,
near Kobe, of heart failure, in his sleep
on the 11th inst. Mr. Smith had been
attached to the firm's Kobe branch for
over twenty years.

The funeral took place at Happy
Valley yesterday of Captain H. M.
Russell, of the steamer Haiman
(formerly belonging to the Douglas
Steamship Co.), who succumbed at
the Government Civil Hospital on
Wednesday after a lingering illness
from Bright's disease, at the age of
49. The funeral service was con-
ducted by the Rev. J. Kirk Macdonald.
Among the wreaths was one
from the Institution of Engineers
and Shipbuilders.

QUEEN MARY'S NEEDLEWORK GUILD.

Mrs. Hickling, Acting Secretary of
the Hongkong Branch of the Queen
Mary's Needlework Guild, desires to
state that the Heads of Working
Parties in connection with the Guild
will be glad if those making mufflers
will send them in on Saturday morn-
ing to the City Hall between 10 and
12 o'clock. Any that cannot be
finished by Saturday will be received
on Tuesday morning.

CURE THAT COUGH.

WHEN you have a troublesome
cough, it does not mean that you
have consumption or that you are going
to have it, but it does mean that your
lungs are threatened and it is just as
well for you to take a safe and sure
cure as to wait until the cough has
become a chronic one. For sale by all Chemists
and Druggists.

THE LEPER HOSPITAL AT PAKHOI.

HIGH EXCHANGE HAMPER. MEDICAL MISSIONS.

Dr. Baronsfeather, in charge of
medical work at Pakhoi, acknow-
ledging hospital collections recently
made in St. John's Cathedral and
St. Andrew's, Kowloon, and trans-
mitted through the Hongkong
Church Missionary Association (Hon.
Treas. Major Walmsley) returns
"most grateful thanks." He adds:
"We have, like many others, fallen
on evil days owing to the rise in the
exchange. When the phenomenal
rise in the value of the dollar occur-
ed in January, 1916, we had our
full complement of lepers, that is
100 men and 50 women. Naturally
our receipts fell almost by half while
our expenses remained practically
the same. A large debt accumu-
lated. When it was realized that we
could get no further advances from
home, I closed the hospital as re-
gards fresh admissions. We have
approximately 50 men in and 40
women, so that our financial posi-
tion is difficult. It would be possi-
ble to cut the gordian knot by dismissing
some lepers, but this I hesitate to
do while I can hold on. Every dollar
is of importance so that these gener-
ous gifts will be of real help to us."

THE NEW GOVERNOR OF PORTUGUESE INDIA.

His Excellency Senhor Jose Freitas
Ribeiro, the new Governor-General of
Portuguese India, reached India last
month. His Excellency holds the rank
of a frigate captain in the Portuguese
Navy.

In the Cabinet of Senhor A. Vasco-
cellos His Excellency was the Ministry
for Colonies. In the first ministry of
Senhor Alfonso Costa, in 1913, Senhor
Freitas Ribeiro held the portfolio of
Marine. He was also a deputy for
Lorenz Marques, in the Portuguese
Parliament. For some time he was
acting Governor-General of Mozambique.
During the Portuguese East Africa
campaign against the Germans he com-
manded the garrison of Aden and with
his men co-operated with the land forces
in the fighting on the Rovuma front.
He belongs to the Democratic Party.

His Excellency has stated that his
administration will not concern itself
with the religious beliefs of the people.
His Excellency was accompanied by
Madame Freitas Ribeiro, three daughters
and a son, and by his aide-de-camp
Senhor Pinheiro, Mrs. Pinheiro and two
children. Senhor Freitas Ribeiro was
met on board at Bombay by the military
aide-de-camp to H. E. the Governor of
Bombay and was conveyed in a special
launch to the Apollo Bunder where,
on landing, he was received by the
General Officer Commanding the Bom-
bay Brigade, the Collector of
Bombay, the Municipal Commis-
sioner, the Commissioner of Police, the
Consul-General for Portugal, Senhor
Marquis, the Director of Portuguese
Public Works, Senhor Cardozo, Com-
missioner of Customs, Senhor Vasco-
cellos, and the Chancellor of the
Consulate.

SPORTING.

HONGKONG CRICKET LEAGUE.

CIVIL SERVICE v. R.E.

This match will start to-morrow at the
Civil Service Club ground at 2.15. The
military team will be—Sgt. McGregor,
Sgt. Wallis, Cpl. Heath, & Sgt. Crippwell.
C.C.M.S. Reserves: Lieut. Wahl; Cpl.
Adams; Spt. Millard; L.-Cpl. Lucas.
L.-Cpl. Pascaill, and Spt. Townsend.
Reserve—Cpl. Vickers.

C.C.C. v. H.K.C.C.

This League fixture is to be played
to-morrow on the H.K.C.C. Ground at
2 p.m.
C.C.C. Team—A. W. Grimmett, J. S.
Graham, T. F. Ford, J. D. Norris, L. A.
Rosa, W. W. Edwards, M. B. Abbas, W.
Pitt, E. Baps, F. S. Thompson and R.
Bass.

K.C.C. v. MIDDLESEX REGIMENT.

This League match takes place to-mor-
row at King's Park, commencing at 2
p.m.
K.C.C. Team—J. Robinson, J. E.
Stainer, P. Cogh, E. Petherick, F. E.
Sheldrake, K. Mackintosh, C. J. Stapleton,
L. E. B. Hodges, L. J. Blackburn, S. E.
Green and J. H. Mead.

THE MAGISTRACY.

GOLF CADDIES AT VARIANCE.

The head caddy of the U.S. R. Club
at Kowloon, charged one of his assis-
tants before Mr. J. R. Wood this
morning, with assault.

Defendant pleaded not guilty. He
stated that the complainant struck him
first.

Complainant deposed that yesterday
he ordered the defendant to act as
caddy to a member of the Club.
Defendant refused and incited the other
caddies to insubordination, stating that
they would not be paid. Witness
reprimanded the defendant and the
latter assaulted him.

Defendant alleged that the complain-
ant struck him without any reason.
He struck out in self-defence and in the
melée complainant was pushed into a
cactus bush, receiving scratches on the
face.

Mr. J. R. Wood remanded the case
until to-morrow, fixing bail at \$10.

SELOFTING.

Two Chinese were charged before
Mr. Dyer Ball this morning, with the
theft of a counterpane from a shop in
Des Vaux Road Central.

It was stated that these two men
went into the shop yesterday and
requested to be shown some articles.
Whilst they were being shown the
goods one of them picked up the counter-
pane from a shelf and passed it on to
the other man who hid it under his
coat. A district watchman on duty
outside the shop saw the action and
arrested the defendants.

Both defendants pleaded guilty.
A previous conviction being proved
against one defendant, he was sentenced
to three months' hard labour and four
hours' stocks.

The other defendant was sentenced
to six weeks' hard labour.

KNOWN BY HIS NICKNAME.

A woman was charged before Mr.
Dyer Ball this morning with hawking
vegetables without a license.

Defendant pleaded not guilty. She
said she was taking the vegetables to a
man who had a stall outside the Central
Market.

Mr. Dyer Ball—What is his name?
I don't know his name but I know his
nickname and that is Tai Fa Min
(literally interpreted as "large flower
face") (laughter).

Mr. Dyer Ball remanded the case
pending further inquiries.

SUMMARY COURT.

FICKLE LOVE.

In the Summary Court this morn-
ing before Sir William Rees Davies, K.C.,
Chief Justice, Mr. R. C. Faithfull said
he appeared on behalf of a woman who
had instructed him, through a second
party, to sue the defendant in the case
for an amount due on a promissory
note.

Mr. Hall, of Messrs Lo and Lo, said
that he now appeared on behalf of both
parties and he was instructed to say
that the plaintiff never intended a writ
to be issued; she only wanted a solici-
tor's letter written to the defendant.

Mr. R. C. Faithfull—Then Mr. Hall
has apparently done me out of my
client. The facts of the case are
these:—The plaintiff and the defendant
were lovers. The plaintiff was a woman
of about 40 and the defendant a young
man of about 20. Sometimes the love
was in and sometimes the love was out.
When it was out the woman took
proceedings, but now the love was in
again she apparently wanted to with-
draw the action, feeling sorry for what
she had done. My original instructions
were to issue a writ and my client has
the promissory note which I can produce.

Mr. Hall said the promissory note
was obtained under false pretences.
His Lordship decided to hear the
case next week.

CROUP.

EVERY young child is susceptible to
croup. Don't wait until this
dreadful disease attacks your little one
before you prepare for it. It comes in
the night when chemists' shops are
usually closed, and this alone should be
a warning. Get and keep Chamberlain's
Cough Remedy on hand. It never fails,
and croup is absolutely harmless.
For sale by all Chemists and Druggists.

HONGKONG DEFENCE CORPS.

Administrative Orders by Major H. A. Morgan, Administrative Commandant.

STRENGTH.
Private A. Coghill was enrolled on
12.1.18 and posted to "B" Company.
Private F. A. Gace, Mounted Section,
is permitted to resign, on leaving the
Colony to volunteer for active service,
dated 19th January 1918.

TRANSFERS.
Pte. R. P. Thursfield, "A" Company,
is transferred to Mounted Section, dated
12.1.18.

Corporal R. Duncan, "A" Company,
No. 3 Platoon, is transferred to "D"
Company, dated 17.1.18.

Ptes. A. E. Cherry, J. S. Jennings and
O. P. Templeton, "B" Company, are
transferred to Signalling Section, dated
17.1.18.

LEAVE.
Pte. G. A. Tisdall, "B" Coy, is granted
12 months' leave, from February, 1918.
Pte. K. Buchan, "A" Coy, is granted 6
months' leave, from February, 1918.

Loc. Corp. H. F. Goldsmith, Signalling
Section, is granted 3 months' leave from
9th February, 1918.

EQUIPMENT BOARD.
The Board will sit at Headquarters
from 5.30 to 6 p.m. on the following
dates:—
Friday, January 25th.
Tuesday, February 5th.
Friday, 22nd.

COMMUNICATION DRILL.
At Headquarters on Tuesday, 22nd
January, at 6 p.m. Officers and N.C.O.s
of "A" and "B" Companies will attend.
Other officers and N.C.O.s may attend if
they so desire. Infantry Training 1914
Sections 1 to 35 will be practised.

LECTURE.
At Headquarters, Friday, 25th Jan.
at 6 p.m. Subject, Military Law.

Orders for Artillery Company by Captain
J. H. W. Armstrong, V.D.

PARADES.
MONDAY, 21st instant:—
7.30 a.m. Right Half Company, D.R.F.
class and L gun detachment.
5.15 p.m. Left Half Company, D.R.F.
class only.

TUESDAY, 22nd instant:—
7.30 a.m. Right Half Company, Full
parade.
5.15 p.m. Left Half Company, Full
parade.

THURSDAY, 24th instant:—
7.30 a.m. Right Half Company, L gun
detachment as detailed.
5.15 p.m. Left Half Company, Layers
and Setters class only.

FRIDAY, 25th instant:—
7.30 p.m. Right Half Company, Layers
and Setters' class and gun numbers as
detailed.
5.15 p.m. Left Half Company, Full
parade.

SUNDAY, 3rd February:—
Right and Left Half Companies. Full
charge practice at Belchers Battery.
Full particulars will be issued later.

Orders for Engineer Company by
Captain W. Russell.

18th to 25th instant:—
E. L. Manning nightly at Belchers and
Lycemum. Parades as per Rosters posted
at Headquarters. Engines drivers at
5.45 p.m.; Electricians at 8.00 p.m.

Officers next for duty:—Belchers,
Captain W. Russell; Lycemum, 2nd
Lieut. Templeton; Stonecutters, Lieut.
Hall.

Examinations for higher ratings will
be held at Belchers at 8 p.m. on 18th
January and at Lycemum at 6 p.m. on
23rd and 25th January.

Detail of duties at Lycemum from 17th
to 31st January, 1918 is posted at Head-
quarters.

Lecture on Musketry will
be given by the Adjutant at Headquar-
ters on 23rd instant at 5.30 p.m. All
N.C.O.s and men not on first relief
must attend.

Orders for Infantry Battalion by Major
H. A. Morgan.

PARADE:—
"A" Company.

MONDAY, 21st instant:—
4.30 p.m. No. 2 Platoon, Annual
Musketry Course, Part 3, Practices 13,
14 and 15, at King's Park Range. Dress.
Drill order with pouches.

TUESDAY, 22nd instant:—
4.30 p.m. No. 1 Platoon, Nos. 1 and 2
Sections, Annual Musketry Course, Part
3, Practices 13, 14 and 15, at King's Park
Range. Dress. Drill order with pouches.

5.10 p.m. No. 4 Platoon, at Headquar-
ters. Drill order with pouches.

WEDNESDAY, 23rd instant:—
4.30 p.m. No. 1 Platoon, Nos. 3 and 4
Sections, Annual Musketry Course, Part
3, Practices 13, 14 and 15, at King's Park
Range. Dress. Drill order with pouches.

5.15 p.m. No. 3 Platoon, at Head-
quarters. Musketry instruction. Dress.
Drill order with pouches.

"B" Company.

MONDAY, 14th instant:—
5.15 p.m. No. 8 Platoon, at Kowloon
Docks. Drill order with pouches.

THURSDAY, 24th instant:—
4.30 p.m. No. 5 Platoon, Annual
Musketry Course, Part 3, Practices 13,
14 and 15, at King's Park Range. Dress.
Drill order with pouches.

FRIDAY, 25th instant:—
4.30 p.m. No. 6 Platoon, Annual
Musketry Course, Part 3, Practices 13,
14 and 15, at King's Park Range. Dress.
Drill order with pouches.

5.15 p.m. No. 7 Platoon, at Head-
quarters. Musketry instruction. Dress.
Drill order with pouches.

MILITARY AND COMPANY.

Dress for all parades clean fatigues
with putties.

MONDAY, 21st instant:—
5.10 p.m. Drill at Kowloon Docks.
Nos. 1 and 2 Guns only. Hongkong re-
sidents proceed by launch from Queen's
Statue Pier at 4.30 p.m.

WEDNESDAY, 23rd instant:—
5.10 p.m. Drill at Headquarters. The
following men only need attend: Ptes.
Logan, McKenna, Pignot, Field and
Stapleton.

FRIDAY, 25th instant:—
5.10 p.m. Drill at Headquarters. Nos.
3, 4 and 5 Guns only.

MONDAY, 21st instant:—
5.15 p.m. At Jockey Club Stables.
Dress, drill order.

THURSDAY, 24th instant:—
5.15 p.m. At Jockey Club Stables.
Dress, drill order without rifle.

SIGNALING SECTION.
Monday, 21st and Thursday, 24th inst.
5.15 p.m. Left Half Section (except
those who have not completed tests of
Left Half who have not completed tests
of Elementary Training, at Head-
quarters. Musketry instruction. Dress.
Drill order with pouches. Sergeants
Edmonds and Meade will attend on 23rd
instant.

STRENGTH REAR SECTION.
TUESDAY, 22nd instant:—
5.15 p.m. Drill at Headquarters.

MONDAY, 21st instant:—
5.15 p.m. All units, except "D" Com-
pany, on Murray Parade Ground, under
Sergeants Edmonds and Meade. Dress,
Drill order.

FRIDAY, 25th instant:—
5.15 p.m. All units, except "D" Com-
pany, on Murray Parade Ground, under
Sergeants Edmonds and Meade. Dress,
Drill order.

"D" COMPANY.
MONDAY, 21st instant:—
5.15 p.m. Nos. 1 and 2 Sections, on
Murray Parade Ground. Musketry in-
struction. Dress, drill order with
pouches. Sergeants Osberry and Corporal
Grimes will attend.

FRIDAY, 25th instant:—
5.15 p.m. Nos. 3 and 4 Sections, on
Murray Parade Ground. Musketry in-
struction. Dress, drill order with
pouches. Sergeants Osberry and Corporal
Grimes will attend.

DETAIL.
On duty to 21st instant inclusive,
"A" Company.
On duty 22nd to 25th instant inclusive,
"B" Company.
On duty 30th instant Mounted Sec-
tion.
On duty 31st instant and 1st Feb.
Machine Gun Company.
(On duty 2nd to 5th February inclu-
sive, "A" Company.)
Orderly Officer from 20th to 25th in-
stant Lieut. A. E. Wright.
Orderly Officer from 27th to 31st Feb.
Lieut. B. R. Branch.

Orders for Cadet Company by 2nd Lieut.
J. E. W. Beall.

SUNDAY, 20th instant.
CHURCH PARADE.
Nos. 1 and 2 Sections fall in Star Ferry
Hongkong side at 10.15 a.m.
Nos. 3 and 4 Sections fall in Star Ferry
Kowloon side at 10.30 p.m.
Band to carry instruments.</

EARLIER TELEGRAMS.

(Continued from Page 1.)

THE WESTERN FRONT.

ENEMY RAID.

LONDON, Jan. 17.
Field-Marshal Sir Douglas Haig reports—
The enemy raided a post north-westward of St. Quentin. Two of our men are missing.

THE YARMOUTH CASUALTIES.

London, Jan. 16.
Three more deaths have occurred at Yarmouth.

LATER.
It is officially stated that the casualties from the Yarmouth bombardment are four killed and eight injured. Altogether fifty shells were fired.

RUSSO-GERMAN EXCHANGE OF PRISONERS.

AMSTERDAM, Jan. 16.
The Berlin *West-Zeitung* states that the negotiations of the German delegations with Petrograd for the exchange of prisoners, etc. are very slow. So far there has been no result, as matters are influenced by the Brest-Litovsk negotiations, which the Russians are protracting to an extraordinary extent.

ATTACKED VESSELS NOT DAMAGED.

LONDON, Jan. 16.
In the House of Commons, Dr. Macnamara, Financial Secretary to the Admiralty, stated that the vessels mentioned in the weekly return as "unsuccessfully attacked" were not damaged.

THE "REWA"

A BROKEN GERMAN PROMISE.
LONDON, Jan. 16.
In the House of Commons, Dr. Macnamara, Financial Secretary to the Admiralty, emphasised that Germany had recently promised hospital ships immunity if they kept west of the line Land's End-Usant. The *Rewa* complied with this requirement.

MUNITIONS SHIP "TEXAS" SAFE.
WASHINGTON, Jan. 16.
The Navy Department is advised that the steamer *Texas* (reported rammed and sinking while on a voyage to Europe with nitrates) is safe.

THE PEACE DISCUSSION.

DISORTED GERMAN VERSION.
PETROGRAD, Jan. 16.
It is officially declared that the German version of the peace proposals distorts the real meaning. "Dr. von Kuehlmann said the German Government reserved the right to delete everything tending to excite the German masses."

ARRESTED RUMANIANS RELEASED.

PETROGRAD, Jan. 16.
The Rumanian Minister and a few other Rumanians were released on Tuesday afternoon.

SHOTS FIRED AT LENIN

PETROGRAD, Jan. 16.
Shots were fired at the motor wherein M. Lenin was returning from Smolny, after inspecting the Red Guards.
A Swiss socialist accompanying Lenin was slightly wounded in the hand.

RUSSIAN ULTIMATUM TO RUMANIA.

PETROGRAD, Jan. 16.
The Government accuses Rumania of hostile acts against Russian soldiers, of disallowing the transport of provisions, and of arresting the committee of a Russian regiment and Austrian officers who were waiting the regiment.
The Russian Government has sent an ultimatum to Rumania demanding their release, punishment of the authorities concerned and a guarantee against the repetition of such acts. Failing a reply within 24 hours Russia will break off negotiations and take most energetic military measures.

GREAT BRITAIN AND THE BOLSHEVIK GOVERNMENT.

LONDON, Jan. 16.
In the House of Commons, replying to questions enquiring into our attitude towards the Bolshevik Government, Mr. Balfour, Secretary of State for Foreign Affairs, said that Great Britain did not recognise the present administration in Petrograd as *de facto* or *de jure* the Government of the Russian people. We were carrying on the necessary business with that administration in an unofficial manner, through an agent attached to the Embassy. We were establishing similar unofficial relations with M. Litvinoff, whom the Bolsheviks had appointed Russian representative in London. These arrangements were irregular, but best suited to the circumstances. We had instructed the Consul-General at Heligoland to enter into relations with the *de facto* authorities there.

THE LUDENDORFF-KUEHLMANN CONTROVERSY.

GERMAN PRESS COMMENT.

AMSTERDAM, Jan. 17.
Both political groups in Germany claim victory in the controversy between General Ludendorff and Dr. Kuehlmann. The *Tagblatt* states that the Berlin conference has not fulfilled pan-German hopes.

The *Tagblatt* emphasises Field Marshal von Hindenburg's audience with the Kaiser and "hopes" with certainty that the military ideas have triumphed.
The *Volkszeitung* states that Count Hartling's viewpoint has triumphed as regards the East. Whereas von Hindenburg has been given a free hand in the eventuality of a German victory to deal with annexations in the West.
The *Frankfurter Zeitung*, criticising the militarists, says a Government removable by the military is only a caricature and a mockery in the eyes of its own people and foreigners. To reverse the policy of peace by agreement would expose Germany to perils for which a few coal mines and a few square miles of territory are hopelessly inadequate compensation.

M. CAILLAUX.

MORE REVELATIONS.

WASHINGTON, Jan. 16.
The State Department has published telegrams sent by Count Bernstorff to the German Government in February 1915 relating to M. Caillaux's visit to Buenos Aires. It states that M. Caillaux spoke contemptuously of the French President and Government. He said he saw through England's policy, the war being a struggle for existence on the part of England, and requested the German Press not to praise himself because it injured his position in France. M. Caillaux added that on his return he would reside in his constituency, leaving Paris and the fate of Jaures.
The second telegram advised the departure of the *Angoyne*, with M. Caillaux aboard, requesting the capture of the steamer, whereupon M. Caillaux should be treated with courtesy and consideration. In June, 1917, the German censorship instructed the German Press under no circumstances to mention M. Caillaux's name.

THE SEARCHES IN ITALY.

PARIS, Jan. 15.
In the Chamber, a Socialist interpellation asserted that the searches made in Italy in connection with M. Caillaux were illegal because the accused was absent.
M. Clemenceau admitted that French law was supreme only in France, but enquiries were addressed to the Italian Government, according to International Law and they were not entitled to think that it had acted illegally.
The Chamber acceded the Government a vote of confidence by 105 votes to 36.

FURTHER ARRESTS.

PARIS, Jan. 16.
Deputy Loustalot has been arrested in connection with the Caillaux affair, also M. Comby, who is stated to have accompanied M. Loustalot to Switzerland when the latter was communicating with M. Caillaux, the ex-Turkish ambassador to Paris. It is also stated that M. Caillaux planned to make General Sarraill Generalissimo.

THE DARDANELLES COMMISSION.

FINAL REPORT WITHHELD.

LONDON, Jan. 16.
In the House of Commons, Mr. Bonar Law stated the Government had decided not to publish, for the present, the final report of the Dardanelles Commission, because that would give valuable information to the enemy.

NO TAX ON BRITISH CAPITAL.

LONDON, Jan. 15.
In the House of Commons, Mr. Bonar Law stated that the Government had no intention of imposing a tax on capital.

THE IRISH CONVENTION.

CRITICAL SITUATION.

LONDON, Jan. 16.
The *Daily Chronicle* states that this week's sitting of the Irish Convention is regarded as critical.
From all accounts remarkable progress has been made and agreement has been reached on many troublesome points, but the Convention is now encountering a most formidable obstacle.
The *Daily News* Correspondent in Dublin states that the left fortnight has witnessed the drawing together of the Nationalists and Southern Unionists, leaving the Belfast Unionists isolated. It is believed that the Convention will not last past the week.
The *Times* Correspondent in Dublin states that events in connection with the Convention have taken a disappointing turn.

RUSSIAN TURKISTAN DECLARED A REPUBLIC.

STOCKHOLM, Jan. 17.
The Ukrainian Information Bureau announces that Russian Turkistan has proclaimed itself an autonomous republic allied to the Russian republic, and has appointed a Provisional Government.

HUNGARIAN CABINET RESIGNS.

COPENHAGEN, Jan. 16.

A telegram from Buda-Pest states that the Hungarian Cabinet has resigned, apparently owing to the Crown's rejection of the Premier's proposal to establish an independent Hungarian army.

JAPANESE WARSHIP SENT TO VLADIVOSTOK.

TOKIO, Jan. 17.

A warship has been despatched to Vladivostok for the protection of foreign interests.

FOOD RATIONING IN LONDON.

LONDON, Jan. 16.

The local Food Authorities in London have decided on a rationing scheme similar to that of sugar tickets, beginning on February 25, with butter and margarine. There will be special cards for children.

THE SILVER MARKET.

LONDON, Jan. 17.

Silver is quoted at 44½. There is less enquiry and more offering. The Market is quiet.

THE BRITISH WATCHWORD.

In the course of a speech delivered on November 21st in the Constitutional Club, Sir Edward Carson recommended "steadiness" as a British watchword. He said: "I had arrived at a stage of the war when the people's grit, nerve, and soul will be tried severely. Nothing should be tolerated which would tend to arouse schism and distrust. We had just passed through ten days of a sham worked-up crisis. The Ministers had been described as a crew of mere cyphers and dummies struck to obedience by a mild Premier. There was nothing further from the truth. There was never a more wicked and scandalous attempt to sow dissension than these allegations and this conspiracy against the administration of the British Army. The period of reconstruction, he asserted, would be the period of the greatest national unity. The men at the helm were at present revolutions in other countries and they must not imagine that there was no revolution in this country. It was quite likely that there would be a disorderly revolution, but by facing the facts we should be able to prevent the disaster of anarchy. The debt which we owed to our soldiers and sailors must be repaid. Sir Edward Carson deprecated attacks made by the *Daily Mail* on Admiral Jellicoe, and urged the newspapers to attack the politicians and not the men at the helm. Referring to Lord Northcliffe's recent letter to the Prime Minister he remarked that in the midst of all this a superman came to tell us that we were so inefficient that America would have to assume the control and management of the war. That was a gross calumny on our fellow-citizens. If a man with a seat in Parliament considered that these things were going wrong why did he not tell us in Parliament what he ought to do. He (Sir Edward Carson) had searched Hansard, but had been unable to find that this great man had given even a simple suggestion in Parliament where it might have been criticised."

THE PLAGUE IN THE NORTH.

Following is the telegram sent to the *N. C. Daily News* by a special correspondent, which was referred to a few days ago in a Renter message:—

FENGCHEN, Jan. 10.

I returned yesterday from Kueihua cheng, northwestwards of this town. Pneumonic plague is spreading rapidly in the city and villages all round. One village to the east claimed eight deaths when we first passed, which had increased to 40 on our return journey within three days. Hundreds of wool-carts came daily from the infected centres of Paochi and Saratol to the railway, carrying infection to the villages en route. Nothing is being done by the local Government to stop the traffic.

We urged the Governor of Suiyuan to institute preventive measures. He refused to believe that plague even existed, and refused to allow us to investigate any cases. Police tend to diminish their vulnerability to tuberculosis and some other diseases, and may have some actual racial results, since war, through higher wages, will also tend to improve the health of the women and the children of the lower classes.

It is obviously very difficult to estimate the net result of such conflicting factors as we have mentioned; but, altogether, and giving due and full weight to the considerations that it is only a part of the direct selection of war; that many of these leave children; that many skilled workmen of war are killed in war factories; that all females are unselected, even if selected, are often only nurtured, and that in any case all stocks remain well represented in the survivors—taking everything together, and giving due weight to these special considerations, I think we might be justified in concluding that the present war is unlikely to have any important eugenic or dysgenic effects on the race, and more so, here, under ravages. But every interesting and important eugenic action, or action that has been hitherto strangely overlooked—the war will have. It will lead to a much more stringent selection of women by men, more women than men, there will be a selection of women by men. And the greater the disparity in numbers the more stringent will be the selection.

GERMANY AND SWITZERLAND.

The *New York Sun* learns from Paris that the Hun is attempting to disorganize Switzerland, militarily as well as industrially, so as to make it inaccessible for her to withstand the Russian invasion, the object of which will be to attack the Allies in Russia.

WAR AND EVOLUTION.

CONSEQUENCES TO MANKIND.

Dr. Ronald Campbell Macfie, a well-known English scientist and man of letters, contributes an article to a recent number of "Science Progress," in which he discusses the evolutionary consequences of the war on mankind. Though war has been in the world since the time of the tributes, writes Dr. Macfie, and though its importance in the evolution of animal types has long been a cardinal article in the creed of biologists, yet the sociological and biological significance of human warfare with reference to the evolution of man's body and mind has never been quite adequately studied. Thus we find competent biologists, such as the eminent scientist Professor David Starr Jordan, stating, with reference to the dysgenesis of war, that war caused degeneracy in the Romans, and that the Napoleonic wars were lopped inches off the stature of the Frenchmen. Yet both statements, though widely current, have never been proved, and are probably erroneous. That the decline of Rome was due to political murders and to voluntary enlistment is quite as plausible as the Professor Jordan's contention. But it might be equally well contended that the fall of Rome was due to malaria, or too much eating, or too many hot baths. With regard to the lopping of the French it is by no means certain that the modern Frenchman is shorter than the Frenchman of Napoleon's time, and even granting that he is shorter, it would be very difficult to prove that the shortening is the result of war. Further, even if we could prove the proposition, it should still be unvarnished in formulating a general law, for the Teutons, who have possibly suffered more from war than any other race in Europe, are a tall race; and the Montenegrins, who have been decimated by war for centuries, are much above ordinary stature.

Let us then consider a special case on its own merits. Let us consider the probable evolutionary effect of the present European war on the biological characters of the British, French, Italian and Teutonic peoples. These nations have sent almost every fit man within certain age limits to fight, and almost every unfit man within these ages has been left behind; and a cry goes up from the pacifists and the social scientists, and even from the scientists, that since the fit go to be killed and since the unfit remain at home to procreate their kind, this preliminary sifting, with the temporary procreative advantages it gives to the unfit, must itself have evil racial consequences. It is a very doubtful, however, whether this preliminary medical selection can have any important or permanent effects on the future physical fitness of the fighting peoples. The great majority of men rejected on account of short stature, slight, rickets, flat feet, varicose veins, heart disease. Most of these defects, once acquired, have no effect on the racial value of the individual, and are not likely to affect his offspring.

But, considering the nature of modern warfare, the wholesale massacre of shrapnel, it seems very probable that death is indiscriminate in its harvest. It is no longer a matter of individual courage and initiative; it is no longer a matter of hand-to-hand combat, where the strong or cunning man survives; it is no longer a matter of diseases versus constitution; it is no longer a case of battle in the open where the bigger men are the better targets; it is a case of blind, indiscriminate slaughter. On the dysgenic side we might point out that the best regiments have, in most cases, been given the most dangerous tasks; that selection, this selection would be sufficiently stringent to have much effect on the race as a whole must be doubtful, especially in view of the fact that many more are wounded and captured than killed. And even if—as we are questioning—modern warfare does chiefly kill off the bigger, may be stronger men, so also do many industrial occupations. On the eugenic side may be counted the good and sufficient food, the open air life and the physical training that soldiers enjoy. These tend to improve the soldiers' general health and to diminish their vulnerability to tuberculosis and some other diseases, and may have some actual racial results, since war, through higher wages, will also tend to improve the health of the women and the children of the lower classes.

It is obviously very difficult to estimate the net result of such conflicting factors as we have mentioned; but, altogether, and giving due and full weight to the considerations that it is only a part of the direct selection of war; that many of these leave children; that many skilled workmen of war are killed in war factories; that all females are unselected, even if selected, are often only nurtured, and that in any case all stocks remain well represented in the survivors—taking everything together, and giving due weight to these special considerations, I think we might be justified in concluding that the present war is unlikely to have any important eugenic or dysgenic effects on the race, and more so, here, under ravages. But every interesting and important eugenic action, or action that has been hitherto strangely overlooked—the war will have. It will lead to a much more stringent selection of women by men, more women than men, there will be a selection of women by men. And the greater the disparity in numbers the more stringent will be the selection.

In the case of the four nations under review there has already been a deficiency of "racial" males with corresponding selection of females; but after the war the deficiency will be much greater, and will lead, especially in view of a population reduced from 20 to 10, to a much more stringent selection.

LOST ON CAIDER IDRI.

PERILOUS ADVENTURE OF ARMY OFFICER AND HIS WIFE.

Cader Idria, in many respects the most majestic and desolate of the Welsh mountains, was recently the scene of a thrilling adventure by a military officer and his wife. Captain Pollock, Welshshire Regiment, and his wife, whose home is at Oroydon, arrived at Barmouth for a holiday, staying at the Corny-Gedol Hotel, and set out to climb the famous mountain. Nothing more was heard of them that day, but even when they failed to return at night the people at the hotel were not alarmed, thinking it possible that they had been compelled by the breakdown of their car to spend the night elsewhere. Next day, however, a lady who had been climbing over Cader Idria down to Dolgelly, and stated that she had heard cries for help from the precipice overlooking the lake. The mist at the time was rather thick, and it was with difficulty that she discovered the spot from which the cries came. Eventually she managed to get into touch with Mrs. Pollock, and after reassuring her started off for assistance.

THE LATE SIR WILLIAM HERSCHEL.

AUTHOR OF FINGER-PRINT IDENTITY SYSTEM.

Sir William James Herschel, who died recently added to the scientific lustre attaching to his name by discovering the practical use of finger-prints as impressions as a means of identification. He was born in January, 1833, was a grandson of the famous discoverer of Uranus, and a son of the no-less eminent astronomer and chemist Sir John Frederick Herschel, who baronet in 1822. He served for many years the Bengal Army, and was a member of the Indian Civil Service, went out to Bengal, after passing through the Indian Civil Service, and was there, in 1856, after the suppression of the Mutiny, that he applied the first tests of the practicability of using finger-prints as impressions as a means of identification. His more immediate object was to circumvent the perjury then prevalent in the Bengal Courts of justice and which, in the "general state of illiteracy, could not be checked save in exceptional cases by a comparison of signatures. He wrote a report recommending the general adoption of the system for civil purposes throughout India, but his advice was not followed and the practice lapsed in the Hooghly district after his departure for other spheres. He served as secretary of the Bengal Board of Revenue, and subsequently as Commissioner of Cooch Behar. His enthusiasm for the system did not abate, and though he evaded it and "depressing difficulties," to use his own term, and work went unrecorded and apparently unrecognized, he had the satisfaction in later years of seeing his methods applied in all parts of the world on a larger scale than he had ever anticipated.

SHIPBUILDING IN INDIA.

ONLY SMALL CRAFT POSSIBLE.

The question of the formation of a shipbuilding branch of the Indian Munition Board has aroused a great deal of interest in Calcutta. The main difficulty that exists at present of constructing steel-built vessels in the famine stricken states in India. There is no business concern in India that possesses adequate machinery for the rolling of large steel plates for shipbuilding. It is, therefore, presumed in shipping quarters that the early energies of the construction branch in India will be almost solely devoted to the making of hedges and small craft for the campaign in Mesopotamia, and to turning out wooden coasting ships to replace some of the steel vessels in that trade which will be replaced for the war then.

6,000 MAYS OF FIGHTING IN BOATS.

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There will be a general inspection by H.E. the G.O.C. at the Military Hospital on Friday, 25th inst., at 10.30. Caps and capes must be worn and the uniform must be in accordance with the V.A.D. booklet issued to the members.

W. WILKINSON, Acting Adjutant & Hon. Sec.

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THE LOSS OF THE "LAERTES."

[Continued from yesterday.]

CAPTAIN OF THE WARRIMOO GIVES EVIDENCE.

**ALLEGES "LAERTES" WAS BADLY
STEERED.**

The inquiry into the collision between the British steamer Warrimoo and Laertes in the Straits of Malacca on December 15th, as a result of which the Laertes was sunk, has been held in the Marine Court at Singapore.

Captain Arthur Colin Benfield, master of the Warrimoo, stated that he had been master of the Warrimoo for seven months, and had held a master's certificate about two years. He left Saigon on December 12th at 5.30 p.m. and was bound for Europe, not calling at Singapore. He had a crew of 82 and 1,425 passengers. He passed the Brothers Light four miles off at 0.55 on December 15th, his course being N. 72 W. At the Brothers it was altered to N. 55 W. He was on the bridge practically all the time from 0.15 the previous evening. The chief officer was on the bridge up to midnight, when witness took over. The lookout man and the quartermaster were also on the bridge. The vessel's speed was about 12 knots. After passing the Brothers about 1.40 a.m. he saw a white light on his port bow. He put the time of the collision at about two or three minutes before two, according to his ship's time, but he had not looked at the time since passing the Brothers. The light he saw was a point to 13 points on the port bow. The weather was cloudy. He did not give the light his attention but he knew it was there. Five to seven minutes after he first saw the white light he saw a green light below it. The bearing was about 11 on his port bow. He thought the other ship was about four miles off. Seeing a green light on his port bow would indicate that the other ship was crossing his course as the bearing was changing. He made no alteration of his course. The other being a crossing ship would keep out of his way. The other ship closed in ahead of him and came a little bit on his starboard bow. Witness watched through glasses, and then saw the other ship's red light as well as the other two. The lights were slightly on his starboard bow. When he first saw the three lights the distance between the ships would be half a mile to a mile. Witness told the quartermaster to port his helm and blow one blast. About a minute later the other ship answered with two blasts. He blew his whistle again, put the wheel hard a port and telegraphed full speed astern. The one blast indicated that he was still on the port bow. He did not signal that he was going astern on the whistle as the ship was still going ahead. The other ship answered with two blasts again. About a minute or two later the collision occurred. He could not be definite as to times, which were very hard to judge in such circumstances. The collision occurred a good minute after he put the telegraph to full speed astern. He would not like to say if any way had been lost.

AFTER THE COLLISION.

After the collision he put the telegraph to ahead again in order to keep into the other ship. He kept in for about an hour. He called the chief officer and told him to find out what the other ship was and other information. The chief officer came back and reported that they were badly damaged, but he had not learned the name of the other ship. The witness himself then went forward, and called to the other ship, asking its name. The captain replied, "The Laertes." He knew Captain Jenkins as he used to be Captain Jenkins' chief officer. The crew of the Laertes came on board the Warrimoo. Captain Jenkins asked if all were on board and then came on board himself. Captain Jenkins kept on remarking that his ship would not sink. Witness said it would be advisable for Captain Jenkins to go on board again and let go his anchor. Witness afterwards went back to his bridge. He knew that Captain Jenkins went back later. The master of the Laertes came on the bridge several times and gave him advice. Captain Jenkins complained that he had left his teeth behind. Witness told him to go and get his teeth. Witness was rather annoyed at being given advice, being responsible for his own ship. Later he noticed that the ships were swinging at a very considerable distance. We round more closely together and there was a bit of a sea running so he thought it better to back out, otherwise he would have held on all daylight. This chief officer reported to him at various times as to the depth of water in the Warrimoo's hold. He was not taking any more water. After looking out he

went for shallow water, intending to beach the ship if necessary. He went E.N.E. and then as the ship was not making water he changed this course. He steered various courses, keeping close in to the shore. Captain Jenkins had been worrying him during the night to go back and look for his ship as he was sure she would not sink and thought somebody else might put a crew aboard and claim her. As witness had so many passengers on board he did not think it advisable to go back. He offered Captain Jenkins a boat and at daybreak Captain Jenkins went off. The Warrimoo reached Singapore about 11.20. Some time after the collision, while still into the Laertes, he took a bearing of Pulau Pisang and found it was N. 22° E.

Mr. Brown: Captain Jenkins says I don't know that it has any bearing on the matter—that he was not treated very hospitably.

Witness: I wasn't feeling like entertaining anybody. I was looking after the ship.

Witness added that he thought some of the other people had more than was good for them.

Mr. Brown: Captain Jenkins says he stood on the fore-castle head all the time.

Witness: He doesn't speak the truth.

Witness added that the Chinese passenger who was fatally injured had no right to be where he was. There was generally a guard to keep men away from there. The man died before they reached Singapore.

Asked to what he attributed the collision, witness first said that he did not think the hearing of the people aboard the Laertes appeared to be as good as their eyesight. The Warrimoo blew its whistle first.

Pressed for a further reply, he said he considered, that after Captain Jenkins altered his course three degrees, the man at the wheel of the Laertes let her come back again and showed his red light. The quartermaster was apparently watching the Warrimoo more than he was watching his compass.

Mr. Brown: Then, in your opinion, the accident was caused through the Laertes being badly steered?

Witness: Yes.

Lieut. W. N. Masterton, marine surveyor, gave evidence as to the damage to the Warrimoo. He said that he examined the vessel alongside at Tanjong Pagar. He found the bows damaged, and the plates badly damaged. On the starboard bow the damage was to 20ft. aft., on the port bow to 10ft. He also examined the ship in dock and found the frames badly damaged. A certain number of frames would have to be renewed or strengthened, and about 40 new plates would be necessary.

Mr. Brown, further examining the captain of the Warrimoo, said, "In your report to the deputy-master-attendant you did not mention about seeing two lights on the starboard side."

Witness: It is quite possible I did not mention it.

Witness further said that until he saw the other ship's red light he thought she was crossing. He thought she was cutting things very fine.

Cross-examined by Mr. Carver: He saw by his log that he passed the Horsburgh at 7.32 p.m. He was on the bridge at that time, and was on the bridge practically from that time up to 2 a.m. He had one officer. When he had passengers on board the lookout man was always on the bridge. Witness set the course N. 55 W. His compass showed a deviation of two easterly, so he was steering 57 by his compass. His experience of the Straits was that it was difficult to tell how the tide was running, but it was probably true that at the time of collision he was about two and a half miles from ahead of Pisang.

Mr. Carver: If you see a ship on a certain bearing and after an interval of time you see it on the same bearing it is a crossing ship and you are bound to come to a point of collision?

Witness: If you take a compass bearing if you like.

Mr. Carver: If you take a compass bearing if you like.

Witness: Yes.

Mr. Carver: Then taking the interval at which you say you saw these two lights—five or six minutes—the steamers going at the same speed, the Laertes would be steaming N. 85 E.?

Witness: Yes.

Can you give any estimate of the distance the green light was when you first saw it?—About three or four miles.

Eventually he crossed your bow. How far off was he then?—About a couple of miles.

You say the green light crossed your bow about seven or eight minutes before you saw the red light. Taking his speed at about ten knots that would put him at least a mile from your bow? Assuming that he continued his course and you continued yours you would have passed at a very considerable distance?—We should have passed very close.

Witness added that distance was only a guess work when seeing a light at sea. You could not work it out in that kind of way.

Replying to further questions witness said it appeared to him that the other ship meant to pass north of him and they had not intended to pass close.

Mr. Carver: According to you he deliberately altered his course to port?—Yes.

Replying to further questions witness said when he was steaming slow ahead into the Laertes and he next observed the direction they were proceeding north-easterly.

Mr. Carver: Assuming there was a tide of some kind, that would be driving the ships towards Pulau Pisang—Towards the shore.

Witness said he looked at the Laertes after disengaging. He did not see her disappear.

Mr. Carver: Assuming there was an ebb tide it is not unlikely that the wreck could have sunk in the position the supposed wreck of the Laertes was discovered?

Witness said it was quite impossible for him to say.

By Mr. Elliot: If the Laertes had not starboarded her helm he did not think the collision would have occurred.

By Mr. Everett: When he saw the green light of the other ship he thought the ship was heading a good deal for the shore. When he first saw the three lights the ships appeared to be meeting nearly end on and thus he expected the Laertes to have parted her helm instead of starboarded. Had she ported they would have elapsed easily.

By the President: When he first saw the Laertes crossing he did not think she was crossing at a dangerously close distance.

By Mr. Brown: He took it that the Laertes must have seen his red light.

Mr. Brown: If what you say is correct the evidence given by the master of the Laertes and the others who have given evidence must be false?—False absolutely.

Mr. Brown: You never saw a red light on your port bow?—No.

By the Master-Attendant: He did not think his lights could have been obscured in any way by anything on board. "He was quite sure the lights were perfectly clear."

The Master-Attendant: Why do you say that you do not think there would have been a collision if the Laertes had not starboarded her helm?—Because the ships were showing green.

AT CROSS PURPOSES.

After further discussion on this point, Mr. Elliot said he was afraid they were at cross purposes. The question he intended to put was this: witness put his helm over to port, that he was going to starboard. If the other ship had not starboarded her helm there would have been no collision.

The President (to witness): Then your correct answer to Mr. Elliot's question should have been, "I do not think there would have been a collision if the Laertes had not starboarded her helm after I had ported mine."

Witness: Yes.

At this point in the inquiry the President said that the questions for the court to answer had not been handed in. Mr. Brown rectified the mistake.

Victor Alexander Harris, chief officer of the Warrimoo and holding a master's certificate, said he went off duty at midnight before the collision and went to sleep. He awoke later and heard a blast on the Warrimoo's siren, answered by two blasts from another vessel. There was then another blast from his vessel's siren answered by another two from the other vessel. The collision occurred immediately afterwards.

Cross-examined by Mr. Carver witness said between the hours of 8 and midnight the lookout man was on the lookout bridge forward. At midnight he came to the bridge. Coming from Saigon the lookout man was usually on the lookout bridge during witness's watches except during bad weather when he came on to the bridge.

By the Master-Attendant: He was sure the lights on the Warrimoo were not obscured. This was the second trip they had made to Europe.

Gilbert Charles Watson, chief engineer of the Warrimoo, was next called, and said he was not on duty at the time of the collision. When he left the engine room at midnight everything was in order. The engines were going at full speed, about 12 knots. He was up crying to a squall. He heard the blast on the Warrimoo's siren, answered by two on another, then another blast from the Warrimoo answered by two from the last ship. Before the echo of the last siren died away the collision took place.

HEARD A BLAST MAINLY.

Adolphus Lemmer, third engineer of the Warrimoo, stated that he was on duty at the time of the collision. He heard one blast on a siren very faintly. He received the order for full speed astern and the engines had made three or four revolutions astern when the collision occurred.

Pong Mun, is sailor on the Warrimoo, stated that he was on duty as lookout man at the time of the collision. Heavy rain and wind came on at 1.30. He saw lighthouses on each side and before 1.50 he saw another light on the port bow and reported it to the captain. The captain looked at the light through glasses and then blew one blast on the whistle. The captain gave the order for the wheel to be turned hard starboard. (Witness, further questioned, went through the motion of turning the wheel to the right.) The whistle was sounded again. The chief boat blew two whistles, one Mast and one, and then the collision occurred. He saw the green and red lights of the other vessel at the same time. This was after the whistle was blown the second time on the Warrimoo.

The captain did not starboard when the first blast was blown.

Mr. Carver: According to you he deliberately altered his course to port?—Yes.

Replying to further questions witness said when he was steaming slow ahead into the Laertes and he next observed the direction they were proceeding north-easterly.

Mr. Carver: Assuming there was a tide of some kind, that would be driving the ships towards Pulau Pisang—Towards the shore.

Witness said he looked at the Laertes after disengaging. He did not see her disappear.

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For	Week-Days	Sundays & Holidays
Tai O...	5.00 P.M.	9.30 A.M.
Tai Po...	10.00 A.M.	9.30 A.M.
Chung Chow...	7.30 A.M.	9.30 A.M.
Shanghai, Shanghai and Hongkong...	4.00 P.M.	
Aberdeen, Shanghai, Peking, Hankow, Canton, Swatow, San Tin, Stanley...	4.30 P.M.	

For	Week-Days	Sundays & Holidays
Canton, Swatow and Wuchow...	7.30 A.M.	9.00 A.M.
Macao...	7.15 A.M.	9.00 A.M.
Hongkong...	7.00 P.M.	8.00 P.M.
Namta and Swatow...	5.00 P.M.	6.00 P.M.
Shanghai...	10.00 A.M.	9.00 A.M.

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For	Week-Days	Sundays & Holidays
Macao...	7.30 A.M.	9.00 A.M.
Canton...	7.30 A.M.	9.00 A.M.
Tai Ping...	7.30 P.M.	9.30 P.M.
Shanghai...	7.30 P.M.	9.30 P.M.
Shanghai...	7.30 P.M.	9.30 P.M.
Shanghai...	7.30 P.M.	9.30 P.M.
Shanghai...	7.30 P.M.	9.30 P.M.
Shanghai...	7.30 P.M.	9.30 P.M.
Shanghai...	7.30 P.M.	9.30 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

JANUARY 18, 1918.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction, Force, Wind.	Weather.
Winstock	5 a.					
Memuri	5 a.					
Hakodate	5 a.					
Tokio	5 a.					
Kochi	5 a.					
Yokohama	5 a.					
Kagoshima	5 a.					
Osaka	5 a.					
Naha	5 a.					
Yoshihima	5 a.					
Yokohama	5 a.					
Wakatsuki	5 a.	30.10	83	82	W	b
Hankow	5 a.					
Tientsin	5 a.					
Kinkiang	5 a.					
Chongchah	5 a.					
Shanghai	5 a.	30.26	81	80	SW	1
Guangzhou	5 a.	30.11	82	81	W	2
Shanghai	5 a.	30.12	82	83	W	2
Amoy	5 a.	30.21	80	77	SW	1
Swatow	5 a.					
Takabuki	5 a.	30.12	84	88	N	4
Shanghai	5 a.	30.11	82	81	W	1
Tientsin	5 a.	30.16	82	81	W	1
Kanban	5 a.	30.05	81	80	SW	4
Pescadores	5 a.	30.11	85	88	N	7
Canton	5 a.	30.16	82	76	N	1
Hongkong	5 a.	30.12	84	81	N	3
Cape Hooker	5 a.	30.17	81	80	N	3
Macao	5 a.	30.08	80	82	SW	1
Wanchow	5 a.					
Pakhoi	5 a.					
Hakow	5 a.					
Shanghai	5 a.	30.16	82	87	W	4
Tientsin	5 a.	30.10	82	81	W	2
C. St. James	5 a.	30.85	78	70	SW	4
Amoy	5 a.	30.24	84	84	N	0
Swatow	5 a.					
Hankow	5 a.	30.37	84	82	N	4
Yokohama	5 a.	30.82	78	91	N	2
Tientsin	5 a.	30.79	82	92	N	4
Shanghai	5 a.	30.82	84	83	N	2
Amoy	5 a.	30.27	74	95	N	0